



ARRIVED.

Friday, May 1.
Schr. Mol Wahine, Kuanone, from
Hamakua ports at 8 a. m.

Saturday, May 2.
Schr. Lehua, Naopala, from Molokai
ports, at 4 p. m., with 1243 bags of sug-
ar, 31 head of cattle, 10 hogs.

Schr. J. A. Cummins, Bennett, from
Oahu ports, at 4:15 p. m.

Schr. Ke Au Hou, Tullett, from Ana-
hola, Kilauea, Hanalei and Kailiwaia,
at 3:45 a. m., with 3655 bags sugar, 120
bags rice, 41 pkgs. sundries.

Schr. Noeau, Pederson, from Kuku-
haele and Honokaa, at 7:45 a. m., with
4322 bags sugar, 14 pkgs. sundries.

Schr. Helene, Nicholson, from Oka-
la, Pauahau and Kawaihae, at 8:12 a.
m., with 12204 bags sugar, 81 head cat-
tle.

Schr. Kinahu, Freeman, from Hilo
and way ports, with 50 bundles iron,
21 hogs, 12 bags coffee, 150 pkgs. sun-
dries.

Schr. Kailani, Dower, from Paau-
hau, at 7 a. m., with 6,350 bags sugar,
S. S. Nevada, Weedon, from Kahului
at 6:30 a. m.

Sunday, May 3.
W. S. S. Claudine, Parker, from
Maui ports.

I. I. S. S. W. G. Hall, Thompson,
from Kaula ports.

I. I. S. S. Nihau, Thompson, from
Kaula ports.

Monday, May 4.
Schr. Kaula, Bruhn, from Kaula
ports.

DEPARTED.

T. K. K. S. S. Nippon Maru, Green,
for San Francisco, at 12 m.

Schr. John Cummins, F. Bennett, for
Koolau ports at 7 a. m.

Schr. Luka, for Hamakua ports at
5 p. m.

A. H. S. S. Hawaiian, Delano, for
Kahului, at 10:30 p. m.

Sunday, May 3.
H. B. M. cruiser Amphion, Chase-
ment, for Esquimalt.

Monday, May 4.
Schr. J. A. Cummins, D. Bennet, for
Oahu ports.

Schr. Lehua, Naopala, for Molokai
ports.

Schr. Ke Au Hou, Tullett, for Kaula
ports.

Schr. Noeau, Pederson, for Kaula
ports.

Schr. Kailani, Dower, for Hawaii
ports.

ISLAND SHIPPING.

HILO.

Departing, May 30.—Am. bark Amy
Turner, Marland, for San Francisco.

KAHULUI.

Arriving, May 1.—Am. ship Emily F.
Whitney, Wierschuliet, 23 days from
Honolulu.

Departing, May 1.—S. S. Nevada,
Weedon, for Honolulu.

MAHUKONA.

Arriving, April 30, Am. bark Haydn
Brown, Asplund, 16 days from Hono-
lulu.

KAANAPALI.

Arrived.—Schr. Alice Cooke, Pen-
hallow, from Honolulu.

PASSENGERS.

Arrived.
Per schr. Lehua, from Molokai ports,
May 2.—A. Dowsett, B. Gilbert, Wm.
Myers.

Per schr. Helene, May 2, from Ka-
waihae.—F. W. Dody and A. W. Carter.

Per schr. Kinahu, May 2, from Hilo
and way ports.—Miss B. Nathan, E. J.
Walker, J. U. Smith, R. Macaulay, A.
Lindsay, Mrs. Frank, Mrs. H. Horn,
Mrs. J. Nawahi, L. M. Whitehouse, Mrs.
L. M. Whitehouse, G. H. Allen, W. Had-
ley, P. Leleble, James Pigott, G. H.
Robertson, Mrs. J. S. Bailey, A. Mason,
George Blake, Rev. O. P. Emerson, J.
W. Bergstrom, E. C. Brown, Robert
Hind, James Gibbs, C. T. Day, Mrs. J.
Pinehaku, J. T. McCrosson, Rev. J. Ke-
kiki, Rev. J. Kaula, A. Chang, George
Gibbs and wife, P. Kencks, wife and
child, Master M. Kanehaku.

Arriving, per schr. W. G. Hall, from
Kaula ports, May 3.—J. Lennox, J. K.
Farley, Mrs. A. Froehlich, R. Rosen-
blatt, J. J. Sullivan, E. J. McKay, K.
Yamamoto, Wm. Stoddard, Mrs. Wm.
Stoddard, C. H. Herrick, A. McBryde,
B. H. Steel, Quong Sam Sing, T. Salto,
Quon Lee, Ah Kim, Mr. Lightfoot, C.
M. Foster, B. K. Smith, Master Egi.

Per schr. Claudine, from Maui ports,
May 3.—W. H. Cornwell and wife,
Miss Lehy, Miss Wilcox, A. S. Hart-
well, W. T. Robinson, H. Ehlers, Luke
Tang Sing, G. T. Robinson, A. N. Ke-
pikali, J. A. Magoon, S. E. Kellinot,
Mrs. Becher, D. C. Heger, A. A. Bray-
ner and wife, M. K. Kallikane, Miss
A. M. Cook, Mrs. S. L. Jones, W. E.
Reavis, F. H. Hayselden and wife,
Miss R. K. Hayselden, F. H. Haysel-
den, Jr., H. T. Hayselden, G. Nahau-
lelua, H. A. Widemann, H. Armitage,
F. Meyers, F. E. Richardson, J. M.
Dowsett.

Arrived, per schr. Lehua, from Molokai
ports.—B. Gilbert, A. Dowsett, Wil-
liam Myers.

The steamer Helene is putting a load
of sugar into the big schooner, Blakely,
which vessel brought a cargo of nitrate
to this port.

The big Hawaiian-American steamer
Nevada will sail for San Francisco at
ten o'clock this morning, carrying the
mail. She will take up a large quan-
tity of bananas, and her hold is full
of sugar. She was taking it from the
steamer Helene, on one side, and from
the big warehouse on the other at the
Railway wharf yesterday afternoon.

GILL WILL LEAVE
FOR THE SOUND

E. S. Gill, United States Commissioner,
yesterday, tendered his resignation to
Judge Estee to take effect immedi-
ately. The court appointed E. A.
Douthitt, formerly Assistant Attorney
General, as commissioner in his place.

Mr. Gill expects to leave about the
middle of the month for the Sound
country, and may locate in either Seat-
tle or Tacoma.

Mr. Gill was given a farewell recep-
tion in court yesterday morning, both
the judge and members of the bar ex-
pressing their regard for him.

Judge Estee said: "The Court regrets
very much that it is compelled to ac-
cept Mr. Gill's resignation, but such is
the fact. The Court don't say that with
desire to cast any reflections on the
gentleman whom the Court appoints as
Mr. Gill's successor, because this Court
has known his father during most of
his professional life, and knows him,
and can vouch for his integrity and
general fitness for the place, and the
Court trusts that Mr. Gill will find a
successful field wherever he goes, and
that he will be satisfied with his
change of position."

United States Attorney Breckons, E.
A. Douthitt and others joined in the
expression of good will.

JURY TRIALS
BEGIN AT ONCE

There was little time wasted in the
Circuit Court yesterday. Judge Rob-
inson called the criminal calendar in
the morning while Judge De Bolt called
the first twenty-five cases on the civil
list.

In the afternoon Judge Robinson dis-
posed of his first jury trial. Louis
Gonsalves was found not guilty of
cruelty to animals. He was one of the
men fined by Judge Wilcox for mis-
treating an animal on the Waikiki road-
widening work. Immediately after the
return of the verdict of acquittal the
trial of B. B. Brown, the second of
these alleged offenders, began. A
jury was secured and the prosecution
finished before the adjournment of
court.

Judge Gear heard probate matters
yesterday and this morning will call the
divorce calendar.

Judge De Bolt's petit jury was ex-
cused until this morning. The following
cases are set down for trial today:
Nos. 109, 101, and 149.

HIGHER TEST FOR
CRUDE PETROLEUM

Hereafter crude petroleum shipped
into Honolulu for fuel purposes will
have to test 150 instead of 100 as at
present. This was decided upon at the
meeting of the Executive Council yester-
day as a measure of protection from the
dangers of fuel oil. An opinion was
read from the Attorney-General in
which he held that the Superintendent
of Public Works had the right to pre-
scribe regulations as to the care of
government storehouses and could re-
fuse permits to store oil unless these
regulations are complied with.

At the meeting it was decided also
to transfer to the Public Works De-
partment the Waikuku fish pond to be
used in exchange for land wanted for
street widening in Honolulu.

Shipping Notes.

It is expected that the Iroquois will
get away for Midway on Thursday.

The big American ship Servia has al-
most finished discharging her coal cargo
at the Railway wharf.

The steamer Ke Au Hou will take
down a chain to strengthen the moor-
ing at Kilauea landing this trip.

The Inter-Island steamer Kaula was
loading sugar into the schooner Blake-
ly at the Railway wharf yesterday.

The gasoline schooner Eclipse will
not make the Hawaii ports on her next
trip, being booked for the Maui run
only.

The Royal Mail steamer Aorangi is
due from Fiji and the Colonies on
Wednesday. She will sail on the after-
noon of the same day for Victoria.

The next mail from the coast is due
to arrive here on the City of Peking,
next Thursday. It is just possible that
the ship will get in on Wednesday
night, however.

There are about 120 passengers booked
to leave this port in the Sibers, due
from China and Japan on the 8th inst.,
but as yet no advices have been re-
ceived as to whether the big ship will
have room for anybody on board.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. Transport Sumner, Lathrop,
San Francisco, April 28.

U. S. Tug Iroquois, Rodman,
H. B. M. cruiser Amphitrite, Wind-
ham, Hongkong, April 19.

H. B. M. Torpedo Boat Destroyer
Sparrowhawk, Waters, Esquimalt,
April 28.

H. B. M. Torpedo Boat Destroyer
Virago, Barker, Esquimalt, April 28.

MERCHANTMEN.

(This list does not include coasters.)
Benjamin F. Packard, Am. sp., Allen,
Norfolk, April 15.

Blakely, Am. schr., Bauman, Nitrate
ports, April 20.

Blau Macfarlane, Swed. ship, Westburg,
Newcastle, April 23.

Glencairn, Br. sp., Wright, Newcastle,
April 20.

Jane L. Stanford, Am. bktn., Malle-
stadt, April 19.

Servia, Am. ship, Nelson, Newcastle,
April 25.

It was reported yesterday that the
Board of Appraisers at New York had
decided that Japanese sake was duti-
able as alcoholic liquor. This will make
it pay a duty of sixty cents a pound
and forty-five per cent ad valorem, or
\$2.25 a gallon, according to classifica-
tion.

TO COMPILE
THE LAWS

Governor Dole Sends
Nominations to
Senate.

Governor Dole yesterday sent his
nominations for the commission to com-
pile the statute laws of the Territory
to the Senate. His message was as fol-
lows:

A MESSAGE TO THE LEGISLATURE
OF THE TERRITORY OF HAWAII.

In accordance with the provisions of
Act 45 of the Session Laws of 1903, en-
titled "An Act to authorize the appoint-
ment of a commission to compile the
statute laws of the Territory of Hawa-
ii," I hereby submit for your con-
sideration and action the following
nominations:

Honorable Walter F. Frear,
Mr. Arthur A. Wilder,
Mr. Albert F. Judd,
SANFORD B. DOLE,
Governor.

Upon motion of Senator J. T. Brown,
action was deferred upon the latter until
today.

All three of the men selected by the
governor are well known and able at-
torneys. Chief Justice Frear had much
to do with compiling the amendments to
the present laws. Both Mr. Wilder
and Mr. Judd are Hawaiian Americans
and leaders of the younger element of
the bar.

INNOCENT AS
COUPLE OF WASPS

They are just about as harmless as a
couple of wasps. That is to say, if you
let them alone and keep out of their
way, they will let you alone. But if
you want trouble, there it is to accom-
modate you.

That is a description of the torpedo
boat destroyers Virago and Sparrow-
hawk, and it fits. To be sure, as they
lie over against the stone wall in the
naval reserve waters, side by side, they
seem harmless enough. A good-sized
cruiser, say the Amphitrite, could stow
them both on one deck and walk off
with them just as easy as winking. And
they are in a friendly port, and not at
all in fighting trim. Also, their stings
have been drawn, inasmuch as the tor-
pedo tubes were taken off them at Es-
quimalt and shipped to China to fit
them for the long trip across the Pa-
cific, the tubes having a tendency to
make them top-heavy. But don't run
away with the notion that the torpedo
boat destroyers are altogether harm-
less, for all that. They are still armed,
in a measure, and could give a fairly
good account of themselves in a bit
of a scrimmage.

The little guns carry five guns apiece,
Hotchkiss rifles, four six-pounders and
one twelve-pounder up forward on
what would be the bridge of an ordi-
nary war ship. The ammunition for
these guns as well as the torpedo heads,
are carried in a magazine forward. The
torpedo tubes, two of them, are mount-
ed flush on the deck when the little fel-
lows have their fighting clothes on.
You can see the places for the revolv-
ing carriage on the deck, one forward
of the second smokestack and the other
aft of it. The torpedoes are of the
Whitehead kind, and are so armed that
they are self-steering, and by an in-
genious arrangement can neither rise
above nor sink below the depth of
water at which each one is designed to
strike. This depth can be gauged be-
fore the torpedoes leave the ship. Each
torpedo has two propellers, one right
forward of the other, and each is filled
with compressed air and has a little
engine in it which is started to running
automatically as soon as it leaves the
tube. So that the little boat can sneak
in as close to the enemy as possible,
discharge its torpedo, and then with its
wonderful speed stand a chance to get
away again in safety. The torpedo can
run straight for a thousand yards, al-
though of course it is desired to dis-
charge them at shorter range if pos-
sible, and the destroyers can steam at
the rate of thirty miles an hour.

They are not armored, and their
plates are not more than from half to
three-quarters of an inch in thickness.
It is not supposed that they will need
armor, however. If their speed cannot
save them, nothing can, for though
they can inflict a deadly sting upon a
monster battleship, one of them could
not stand for a moment before a giant
projectile. One shot, and that would be
the end. But they are built for speed.
There is nothing in them at all, appar-
ently, but machinery. To be sure, there
is a somewhat limited space for the
men, sixty-two, all told, and yet more
limited space for the officers, a captain,
a navigator, a watch officer and a
gunner. Still the little craft carry
coal enough to steam about 2,500 miles
at a pinch. One of the men aboard said
yesterday that they could have steamed
from Esquimalt to Honolulu, at moder-
ate speed, and this was confirmed by
an officer of the Amphitrite. It is not
the design of such boats, however, to
have a wide steaming radius nor to op-
erate independently of a fleet of larger
vessels. The torpedo arm is, in fact,
auxiliary. For that reason the vessels
must have speed and must draw little
water. The Virago and the Sparrow-
hawk, twin ships in all respects, draw
little water, and each has engines of
6,300 indicated horse power. You can
only appreciate how these are carried
by going on board and inspecting the
engines themselves. The boats seem
to be literally filled with machinery.
To go down into the hold of one of
them is a good deal like descending
into the bowels of a giant's stomach.
They are full of wheels and springs
and cylinders and all kinds of things

DR. M'GREW
ON OLD SOIL

Steps Upon Mainland Af-
ter Absence of Nearly
Thirty Years.

Dr. J. S. McGrew, The "Father of An-
nexation," stepped ashore at San Fran-
cisco yesterday afternoon from the
steamship Sonoma, and for the first
time in twenty-seven years, stood upon
the soil of the American continent. Not
since the Centennial year had Dr. Mc-
Grew found an opportunity to go back
to the land of his birth. It is a lifetime
for some men, but the doctor was con-
tent to remain in the Hawaiian Is-
lands, grow to a serene old age in
them, voice the sentiment of annexa-
tion to the United States all this time,
before returning to the land he loves so
well.

J. Tarn McGrew received a
cable yesterday from his father,
announcing the latter's ar-
rival in San Francisco. It must have
been a source of wonder to the doctor
as he went up Market street to go be-
tween lines of sky-scrapers and find
that thoroughfare a seething mass of
business. Tarn McGrew had only one
caution to give to his father as he stood
on the deck of the Sonoma just before
sailing from Honolulu: "Now when you
want to look at all the pretty
women of San Francisco, don't stand
in the middle of the street, for you'll
get struck amidsips by a cable car.
Keep to the sidewalk." The doctor
promised to obey the injunction. Noth-
ing was said in the cablegram of any
accident.

Dr. McGrew will go eastward, visit-
ing the larger cities, and will also go
to his old home in Cincinnati where he
has relatives. His father was the
founder of the Cincinnati Enquirer.

that a man not an engineer knows not
the purpose of—and could not learn,
either, in a day. But there is not an
inch of room wasted. There could not
be. It is not there to waste.

Withal, the boats are pretty good sea
boats, so the jacksies say, and although
they will roll in a sea way, the men
aboard express the firmest faith that
one of them could not sink, no matter
how rough the waves should become.
She might turn turtle, but even that is
a most unlikely thing. "We had some
pretty rough weather coming down
here," one of the sailors said, "but we
weathered it all right." As to steering,
the one spoke of the wheel will change
the direction in one of them, provided
she has way on her. A torpedo boat de-
stroyer steers like a fish.

The men aboard the British fleet, by
the way, do not take a great deal of
stock in the talk of war in Asia. It has
been the purpose for a long time, these
men say, to send the Virago and the
Sparrowhawk to the China station.

There was no need for them at Esqui-
malt, where there are two torpedo boats
stationed, and there might be a need
for one of them on the other side. But
the resolution to send them over was
reached a long time before this talk of
trouble in Manchuria began. The fact
that they are going now while war is
being talked about, is coincidental
merely.

Also, the impression that the Amphi-
trite will tow the torpedo boat destroy-
ers from here to Hongkong is a mis-
taken one. The smaller craft will go
under their own steam, and there will
be a stop on the way, probably at Mid-
way or Guam—more likely the latter—
to give the little fellows a new supply
of coal. If this is done at Midway, of
course the coal must come from the ca-
pacious stores of the Amphitrite. If it
is done at Guam, why there is plenty
of coal to be had there. The Guam
route is favored, rather, because the
water on the southern seas is smoother
at this time of year, or is apt to be.

Just when the fleet will leave Hono-
lulu has not yet been definitely deter-
mined. The Amphitrite was preparing
yesterday to take in the balance of her
coal supply, and will do this on Tues-
day. After that, it is probable that the
fleet will sail on Wednesday morning,
although there has not yet been an offi-
cial announcement of the sailing date.
There are a great many contingencies
to be considered. Because the men on
the Amphitrite were busy getting the
ship ready to coal, the shoot to have
been held with the police team yester-
day was postponed. Gunner Lieuten-
ant Beamish, of the cruiser, said the
miles be a chance of having the shoot
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way or Guam—more likely the latter—
to give the little fellows a new supply
of coal. If this is done at Midway, of
course the coal must come from the ca-
pacious stores of the Amphitrite. If it
is done at Guam, why there is plenty
of coal to be had there. The Guam
route is favored, rather, because the
water on the southern seas is smoother
at this time of year, or is apt to be.

Just when the fleet will leave Hono-
lulu has not yet been definitely deter-
mined. The Amphitrite was preparing
yesterday to take in the balance of her
coal supply, and will do this on Tues-
day. After that, it is probable that the
fleet will sail on Wednesday morning,
although there has not yet been an offi-
cial announcement of the sailing date.
There are a great many contingencies
to be considered. Because the men on
the Amphitrite were busy getting the
ship